

TO: U.S. Department of Transportation
Docket Management Facility
1200 New Jersey Avenue, SE
West Building Ground Floor
Room W12-140
Washington, DC 20590

**PETITION FOR EXEMPTION FROM FEDERAL AVIATION REGULATION
14 CFR PART 139.101 TO PERMIT CERTAIN UNSCHEDULED AIR CARRIER OPERATIONS
AT WITTMAN REGIONAL AIRPORT (KOSH) AT LIMITED TIMES DURING EAA
AIRVENTURE 2022**

PETITIONER:
Wittman Regional Airport
525 W 20th Avenue
Oshkosh, Wisconsin 54902-6871

Dated: February 7, 2022

Petition Summary

Wittman Regional Airport (KOSH), owned and operated by Winnebago County, and located in Oshkosh, Wisconsin, seeks an exemption from Federal Aviation Regulation (FAR) 14 CFR Part 139.101, general requirements for airport certification. The relief sought under the exemption is to permit certain unscheduled air carrier operations at KOSH at limited times during the week of Experimental Aircraft Association (EAA) AirVenture Oshkosh, July 25 through July 31, 2022.

Wittman Regional Airport, a large general aviation airport comprised of approximately 1,450 acres, does not hold a 14 CFR Part 139 certificate; that certificate was surrendered in 2006 following the discontinuation of airline service in 2003.

Four runways are maintained at the airport:

- Runway 18-36: 8,002 ft x 150 ft (concrete in good condition); ILS Rwy 36 (ILS NOTAMED out of service for EAA AirVenture Oshkosh)
- Runway 9-27: 6,179 ft x 150 ft (concrete in good condition)
- Runway 5-23: 3,697 ft x 75 ft (asphalt in fair condition) – NOTAMED closed to air operations during EAA AirVenture
- Runway 13-31: 3,061 ft x 75 ft (asphalt in fair condition) – NOTAMED closed to air operations during EAA AirVenture

Taxiway A, which parallels Runway 18-36, is designated Runway 18L-36R from Taxiway A6 to a point 6,700 north (between Taxiway A2 and A1) for EAA AirVenture Oshkosh. Runway 18-36 is re-designated 18R-36L during that same time period. Runway 18L-36R is used by B-II aircraft or less.

One hundred seventy-two (172) aircraft are based at the airport, ranging from turbine corporate aircraft and large piston multi-engine aircraft to gyrocopters. The airport sees approximately 80,000 aircraft operations annually, of which approximately 18,000 occur during the 10-day period around EAA AirVenture Oshkosh. Operation of the air traffic control tower (ATCT) is contracted through Midwest Air Traffic Control Services, although FAA controllers and supervisors assume air traffic control operations duties for a 10-day period for EAA AirVenture Oshkosh. Normal ATCT hours outside of EAA AirVenture Oshkosh are 0600 – 2200 local daily.

Wittman Regional Airport has a dedicated maintenance staff for operations and maintenance duties. ARFF services are provided by Oshkosh Fire Department utilizing Winnebago County-owned ARFF equipment, which meets 14 CFR Part 139.315 Index C standards.

Reason for Petition

EAA AirVenture Oshkosh is the largest fly-in event in the world. More than 10,000 aircraft visit KOSH over the course of one week. General aviation aircraft make up the vast majority of those visiting aircraft. Despite this, the airport receives requests to operate unscheduled charter operations or air carrier operations.

Limited unscheduled charter operations occur during AirVenture, bringing attendees to the event. EAA members from a specific region of the US or foreign countries make up the majority of the fare-paying passengers on these charters. The passengers on these flights are primarily comprised of pilots and aviation enthusiasts who wish to attend EAA AirVenture Oshkosh but may not have the ability to attend by other travel means. On a smaller scale, passengers may be employees and/or guests of a specific aviation vendor, or also news media personnel attending to cover a specific topic occurring at AirVenture. The aircraft are operated by 14 CFR Part 121-certified air carriers. These flights may be round-trip or

one-way, depending on arrangements made by the group. Additionally, EAA AirVenture is host to the Old Glory Honor Flight of Northeast Wisconsin. As a general aviation airport, both of these operations would necessarily call for the airport to meet the requirements of 14 CFR Part 139. Previously, the Federal Aviation Administration (FAA) Airport Division granted a time-limited Part 139 certificate to KOSH to accommodate these operations. Due to a legal decision in 2017, the FAA will no longer grant a time-limited 14 CFR Part 139 operating certificate. These charter and air carrier operations are essential to the continued success of AirVenture, necessitating an exemption from 14 CFR Part 139.101 to allow them during the 2022 event.

Description of Relief Sought

Due to the scheduling nature of these operations, the specific aircraft type used for them cannot be reasonably determined within the time constraints required to file this petition. The following aircraft operations covered under this exemption are anticipated based upon the following schedule:

Carrier	Flight Number	Aircraft	Operation	Date	Scheduled	ARFF Index
United	TBD	B737-800	OSH-DAY	07/26/22	Depart @ TBD	C
United	TBD	B737-800	DAY-OSH	07/26/22	Arrive @ TBD	C
American	TBD	A321	ORD-OSH	07/26/22	Arrive @ TBD	C
American	TBD	A321	OSH-ORD	07/26/22	Depart @ TBD	C
American	TBD	B737-800	OSH-DCA	07/29/22	Depart @ TBD	C
American	TBD	B737-800	DCA-OSH	07/29/22	Arrive @ TBD	C

Wittman Regional Airport is seeking relief from 14 CFR Part 139.101 for these operations during AirVenture 2022. The operations during the 2022 event may include, but are not necessarily limited to, the above aircraft. As previously noted, additional charter flights may be booked with any 14 CFR Part 121 operator. Operations of aircraft to/from Wittman Regional Airport will be limited to aircraft no larger than ARFF Index C-category aircraft, with seating capacities of no greater than 240 passengers.

The first set of flights on the above table will be transporting veterans of the United States Air Force to the National Air Force Museum in Dayton, OH. This flight, operated by United Airlines, will be substantially similar in nature to our annual Honor Flight, which transports veterans of foreign wars to Washington D.C. each year during AirVenture week.

The second set of flights, operated by American Airlines, will continue progress made at the 2021 AirVenture event in furtherance of AeroEducate. AeroEducate is EAA's latest initiative aimed at creating a wide-ranging program where a child can reach specific goals in aviation that are achievable, affordable and engaging. This program is especially targeted toward underprivileged and disadvantaged children. On board the aircraft will be American crew, a number of underprivileged youth and members of the media. The goal is to provide wide exposure to the program, through traditional and social media channels, allowing children aged 5 to 18 of all backgrounds and locales to generate their interest in getting involved in aviation and aerospace at an early age. This initiative is certainly deserving of qualifying as a flight that

serves the public interest and promote the aviation industry and career pathways to an underserved segment of American youth.

The final set of flights listed above, operated by American Airlines, is the annual Old Glory Honor Flight of Northeast Wisconsin. Old Glory Honor Flight is a non-profit organization that sends veterans from World War II, the Korean War, and the Vietnam War to Washington D.C. to visit the nation's war memorials.

Operations

Wittman Airport is responsible for, will train, and maintain records all personnel who have driving privileges on the airport, particularly those who have access to runway safety areas. Topics in this training include airport familiarization, signage, pavement markings, radio communications, and access to safety areas. This includes, but is not limited to, airport maintenance/operations staff, FAA Technical Operations staff, tenants who may assist in aircraft maintenance/recovery, ARFF and security personnel, and EAA employees/volunteers who have a need to access operational surfaces.

All safety areas will be maintained and controlled in accordance with 14 CFR Part 139.309.

Signage, pavement markings, and lighting necessary for aircraft operations will be maintained per 14 CFR Part 139.311 in accordance with the airport's signage and marking plan.

Airport Rescue and Fire Fighting (ARFF) Requirements

To mitigate safety risks to aircraft occupants as well as persons and property on the ground, and to further comply with applicable sections of 14 CFR Part 139, the following actions will be taken during applicable air carrier operations:

- ARFF equipment is provided with a minimum capacity of 3,000 gallons of water for AFFF production along with firefighters who have received live fire training and additional training as outlined in 14 CFR Part 139.319(i) in the past 12 months. Additional firefighting apparatus from the City of Oshkosh Fire Department are on standby status at the airport fire station or can respond to any incidents on the airport.
- ARFF equipment will be located at pre-determined positions on the airport a minimum of 15 minutes before the arrival and departure of these aircraft and will remain a minimum of 15 minutes after the operation is complete.
- ARFF vehicles fire suppression systems are tested annually prior to EAA AirVenture Oshkosh by the vehicle manufacturer; this includes dry chemical and refractometer testing of each applicable system.

ARFF equipment based at KOSH:

- ARFF 114 - 2000 Ford F550, Rapid Intervention Vehicle
150 gallons of pre-mixed foam and water
500 lbs Purple K
10 lbs CO2
- ARFF 214 - 1986 Oshkosh T-1500 fire/rescue truck
1585 gallons of water
205 gallons of foam
700 lbs of dry chemical
10 lbs CO2
- ARFF 314 - 2009 Oshkosh Striker 1500 fire/rescue truck
1500 gallons of water

210 gallons of foam
500 lbs Purple K dry chemical
20 lbs CO2

In addition to the above safety mitigations, ARFF personnel tasked with staffing the above listed equipment necessary to maintain Index C (ARFF 214 & ARFF 314 only) during air carrier operations at AirVenture undergo extensive training to properly respond to emergencies involving air carrier aircraft.

- ARFF personnel receive initial and recurrent training (minimum every 12 months) in the following areas:
 - Airport familiarization;
 - Aircraft familiarization;
 - Rescue and firefighting personnel safety;
 - Emergency communication system on the airport, including fire alarms;
 - Use of the fire hoses, nozzles, turrets, and other appliances required;
 - Application of the types of extinguishing agents required for compliance with this part;
 - Emergency aircraft evacuation assistance;
 - Firefighting operations;
 - Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting;
 - Aircraft cargo hazards, including hazardous materials/dangerous goods incidents;
 - Familiarization with firefighters' duties under the Airport Emergency Plan.
- ARFF personnel are trained in the above subject areas following a site specific training curriculum. The City of Oshkosh Fire Department is responsible for maintaining the ARFF training curriculum and records of all training given to each individual.
- Live Fire Training
 - ARFF personnel tasked with staffing equipment necessary to maintain Index C during air carrier operations at AirVenture shall participate in a live-fire drill prior to initial performance of ARFF duties and participate in live-fire training at least once every 12 months at an FAA acceptable Regional ARFF training facility.
- Basic Emergency Medical Training
 - The City of Oshkosh Fire Department is responsible for providing training for, and maintaining the records of all firefighter and Emergency Medical Services (EMS) personnel. These personnel will be providing medical services during EAA AirVenture.

Emergency Plan

The Emergency Plan required by CFR Part 139.325 is an appendix to the overall EAA Emergency Response Plan for EAA AirVenture. This review is conducted annually in conjunction with a tabletop exercise of the EAA AirVenture Oshkosh emergency response plan.

Fueling Operations

- Fueling of all 14 CFR Part 139-related flights will be conducted by Basler Flight Service.
- The fuel supervisor receives biennial training through the National Air Transportation Association (NATA) Safety 1st Supervisor Online Training course for 14 CFR 139.321(b)(1) through (b)(6) and 139.321(e)(1). This individual further trains all line personnel tasked with refueling operations for 14 CFR Part 139 operations.
- Each employee additionally receives live fire extinguisher training annually prior to the commencement of EAA AirVenture Oshkosh.
- Each fueling employee will also receive driver training from airport management on airport familiarization, signage, pavement markings, and communications, even though these personnel are restricted from operating fueling vehicles on controlled movement areas.

Airfield Operations Safety

- Wittman Regional Airport management and maintenance/operations personnel are all trained in airport self-inspection procedures and conduct inspections at least twice daily prior to ATCT opening and after ATCT closing. Additional inspections are conducted as needed during the day, as requested by ATCT or upon reports by pilots or personnel of runway contaminants.
- Arrivals and departures of air carrier aircraft will operate from Runway 18R-36L exclusively.
- During EAA AirVenture, the OSH ATCT hours are 0600 hours local until 2000 hours local time, as published in the event Notice to Airmen (NOTAM). The airport is closed to all aircraft operations, including air carrier arrival and departure operations, outside of the published ATCT hours.
- The Runway 18R-36L safety area of 500 feet wide and 1000 feet long will be clear of aircraft, personnel, vehicles, and any object not fixed by function; or declared distances will be implemented to create the required runway safety area and disseminated to pilots as a Notice to Airmen (NOTAM).
- Runway 18R-36L shall be inspected by trained Wittman Airport maintenance and management personnel prior to each air carrier operation. Up to five (5) airport personnel are on duty at any time during air carrier operations.
- Wittman Regional Airport enters into a Letter of Agreement (LOA) with the FAA ATCT, Oshkosh Fire Department, and Experimental Aircraft Association annually to outline procedures for aircraft emergency responses during EAA AirVenture Oshkosh.
- Wittman Regional Airport enters into a Letter of Agreement (LOA) with FAA ATCT and Experimental Aircraft Association for control of aircraft movement and non-movement areas on the airport during EAA AirVenture Oshkosh.

Interest of the Petitioner

As the host airport for EAA AirVenture Oshkosh, Wittman Regional Airport has a vested interest in the continued success of the event. AirVenture is the flagship aviation event in the United States and is one of the premier aviation events in the world. With 600,000 annual attendees, more than 10,000 visiting aircraft, and hundreds of participating exhibitors, AirVenture is a cornerstone of America's general aviation community. Participants at EAA AirVenture run the gamut of aviation interests, from ultralight and light sport aircraft, rotorcraft, amateur-built aircraft, vintage aircraft, warbird aircraft, general aviation production aircraft, corporate aircraft, and military aircraft to space travel vehicles. Many of the attendees are active general aviation pilots; others are student pilots, and others are simply aviation enthusiasts. Regardless of the level of interest, increasing the means of travel for all interested parties to attend EAA AirVenture Oshkosh—in this case via unscheduled air carrier charters—is important to the success of the airport, the EAA organization, and the aviation community as a whole.

Due to its importance to both the local economy (estimated \$170 million in regional economic benefits) and the national aviation community, EAA AirVenture and its weeklong operations can only benefit from the proposed 14 CFR Part 139 exemption request.

Interest of the Public

Old Glory Honor Flight is a non-profit organization that sends veterans from World War II, the Korean War, and the Vietnam War to Washington D.C. to visit the nation's war memorials. Specifically, Old Glory Honor flight caters to veterans from the state of Wisconsin who wish to personally see the monuments dedicated to their service. By hosting Old Glory Honor flight during AirVenture, KOSH provides the facilities for a well-deserved homecoming for dozens of veterans every year. Bringing them

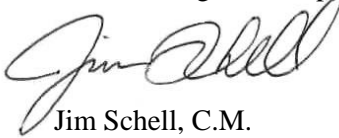
home to Oshkosh not only serves to thank them for their service, but to teach AirVenture attendees, who greet them upon their return flight yearly, of the sacrifices they made.

By facilitating certain, non-scheduled air carrier flights to bring attendees to the world's largest fly-in event, KOSH can contribute to the diversity of its attendees. Due to the nature of AirVenture, which attracts the general public, grassroots aviators, aviation business leaders, and international visitors alike, the airport must be flexible in its ability to accommodate multiple types of arrivals. Ensuring Wittman Regional Airport can accept limited air carrier operations during the week of AirVenture will serve to maintain the diverse nature of the event's attendees.

Conclusion

As the largest fly-in event in the world, AirVenture attracts a diverse set of aviation operations. Over the course of one week, KOSH needs to have the ability to accommodate all aircraft that attend the event, from light sport aircraft to air carriers. KOSH has made the logistical and operational preparations to host a wide spectrum of aircraft during AirVenture, but regulatory barriers exist to ensuring the event can accept all attendees without interruption. KOSH urges the FAA to consider the above information and grant the airport an exemption from 14 CFR Part 139.101 to ensure the continued success of EAA AirVenture.

Wittman Regional Airport

A handwritten signature in black ink, appearing to read "Jim Schell", is positioned above the printed name.

Jim Schell, C.M.
Airport Director

jschell@co.winnebago.wi.us
920-236-4932